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The Indian tug GANAPATIBDRIYU 1260 seen operating off Mumbai (India)
Photo : Alexander Gorter ©

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EVENTS, INCIDENTS & OPERATIONS



The Whaleboat **Southern Actor** was built by Smith's Dock Ltd. in Middlesbrough, England in 1950. Until 1962 it was used for whaling in the Antarctic Ocean, after which it was used for fishing along the Norwegian coast and in Spain.

In 1989 the boat was discovered in northern Spain, just as it was about to be scrapped and quick action was taken to acquire the old boat and transport it to Sandefjord. **Southern Actor** provided Sandefjord, a city with a long history of whaling, with a

longdesired ship to function as a museum and tourist attraction. Thanks to subsidies and gifts, not to mention close to 80,000 hours of voluntary work done by retired whalers, the old whaleboat, with its lookout tower, was completely restored.

Southern Actor is today part of the **Whaling Museum** and is docked at the Museum Pier in **Sandefjord Harbour**. By acquiring it, Sandefjord has gained a unique opportunity for documenting important aspects of Vestfold's whaling culture. **Southern Actor** is both a museum and a passenger boat with a crew composed of veteran whalers who willingly tell about life on board a whaling ship. There are guided tours of the boat during the summer. The boat is also available for private charters. **Photo's : Bob Kok ©**





The **MAERSK OHIO** seen arriving in Mumbai (India) – Photo : Alexander Gorter ©

Nordic Barents" to make historic voyage

For the first time ever, a bulk carrier with non-Russian flag is using the Northern Sea Route as a transit trade lane, when transporting iron ore from the Northern Norway to China via Arctic and Russian waters. The historic transit is about one third shorter than traditional shipping routes. A strong Nordic-Russian partnership is behind this business adventure.



The international shipping industry will witness the historic event, when the vessel departs from the port of Kirkenes in Northern Norway within the next few weeks. BarentsObserver could already in July report about the planned shipping of iron ore concentrate from Kirkenes to China via the Arctic, and today it is confirmed that the deal on shipping will actually take place. Russian authorities,

the Northern Sea Route Administration under the Ministry of Transportation and Rosatomflot, the operator of the Russian national icebreaking fleet, have given the project their first-ever approval for a foreign flagged vessel to ship a cargo in transit from a foreign port to a foreign port through Russian waters.

One of the world's few modern heavy ice-class bulk carriers - "**MV NORDIC BARENTS**" - will carry the 41,000 tons load from the port near the Norwegian mine in Kirkenes around the top of the world to Asia. "**MV NORDIC BARENTS**" is an ice-class 1a ship. This is the highest conventional ice-class, and the partners in the project confirm to BarentsObserver that it was the only ship classification that the Russian authorities would allow for this transit.

Russian icebreakers operated by Rosatomflot will escort **MV NORDIC BARENTS** on its journey along the Northern Sea Route, in Europe also known as the North East Passage. The trip across the Arctic is a challenging task that requires great experience and navigational skills. In cooperation with the Russians, the expedition will help build critical expertise and experience in navigating these demanding waters. Never before has a non-Russian bulk carrier sail all along this route.

It is the Norwegian Tschudi Shipping Company through its subsidiary Tschudi Arctic Transit and the Danish shipping company Nordic Bulk Carriers that together with Russian maritime authorities have worked in partnership to open the Northern Sea Route for the bulk carrier that will sail from Kirkenes soon. We are very excited about the opportunities the NSR will generate, says Felix H. Tschudi to BarentsObserver. Tschudi is Chairman of the Norwegian Tschudi Shipping Company and the largest shareholder of Northern Iron, the Australian ASX listed owner of the Sydvaranger

iron ore mine. It has been our ambition for years, so we are very happy to finally have the opportunity to do this voyage. The Northern Sea Route can be of great importance for the companies in northern Scandinavia and on the Kola Peninsula which ship oil, gas, minerals and other raw materials to the increasingly important Asian markets, says Felix H. Tschudi.

According to the partners, the route has the potential to generate significant savings for both cargo and ship owners, and in addition during this voyage there is no threat of piracy. Managing director in Nordic Bulk, Christian Bonfils, explains. - The Northern Sea Route shortens the distance to China by about one third, he says.

- This results in a significant reduction in fuel consumption and transportation time – and it also means much lower CO2 emissions. The fuels savings alone add up to approximately USD 180,000. Not only does this route open up opportunities for the mining industry, but also for Nordic Bulk Carriers; we are specialized in operating ice classed bulk carriers, and when we entered into a strategic cooperation with the owners of these specialized ships we quickly saw the unique potential of the ships. We are proud to be a partner in this project which emphasises our position as leading within this segment, says Christian Bonfils.

This year's shipment will most likely be followed by more in the years to come. Due to the global warming, the icecap in the Arctic is retreating. The shipping partners estimate that the Northern Sea Route will be open for transit voyages for two to four months per year during the early autumn. **Source : BarentsObserver**

Additional details NORDIC BARENTS

43,732 DWT, Bulk Carrier, Built 1995, Handymax Bulker, Call Sign 3EPR3, IMO Number 9079169.

Built at Daewoo SB, Hong Kong Flagged, GL Classed, Ice Strengthened 1A Class, Length Overall of 190.00 m., Length Between Perpendiculars of 183.40 m., Draught of 11.52 m., Beam of 30.50 m., 52.30 Tonnes per Centimetre Immersion, Gross Tonnage of 27,078, B. & W. Engine, Speed of 14.50 kts at 30.50 tonnes per day, Intermediate Fuel Oil, Horsepower of 15,600B at 123, Bunker Capacity of 1,674 tonnes.

Grain Capacity of 54,666 cu.m., Fore & aft hatches, Mechanically operated, 5 Holds, 5 Hatches, Great Lakes Capable, Strengthened for Ore, Strengthened for Heavy Cargo, 4 Crane(s) with a safe working load of 25 tonnes.

DIMENSIONS/TONNAGES: Moulded Depth of 16.60 m., Lightship air draft of 37.35 m., Tonnage of 22,508 Panama Canal Net, 24,124 Suez Canal Net, 13,844 International Net and 43,041 Dwt (long). ENGINE DETAILS: Engine Description 2 S.A. 6-cyl., Engine Model 6L60MC, 1 Propellor.

Stowaway Search

US Border Patrol and law enforcement officers had to comb a ship at Port Everglades in Ft. Lauderdale looking a group of stowaways on a ship which arrived from Honduras this week. Port spokeswoman Ellen Kennedy said agents from the U.S. Customs and Border Protection along with Broward Sheriff's deputies and the Coast Guard personnel were involved in the search. They believed the stowaways were still on the ship, owned by Crowley Marine Services, the "Elb Carrier".

Suspensions were raised when a harbor pilot, who was guiding the ship into the port, noticed individuals on the ship who were not wearing the orange jumpsuits usually worn by the crew. When the men saw they the pilot was look at them, they ran, according to Kennedy.

Initially during the search, the stevedores were not allowed to off load containers. Around 8 p.m. they were given permission to begin work, border patrol agents thinking it would make it easier to find the stowaways by giving them fewer places to hide. A perimeter was been set up around the area where the ship is docked. Officials did not say how many stowaways they suspected to be on the ship or if any escaped before they arrived. **Source : Shiptalk**

SS CHRISTIAAN BRUNINGS

The ship was built in 1900 at the yard of Jan Meursing to serve as management vessel for the Ministry of transport, Public Works and Water Management (Rijkswaterstaat) to do duty on the major rivers. The ship was also suitable as icebreaker, because of the shape of the bow under water the ship could glide on the ice, which than broke.

The measurements are: Length overall: 29.20 meters. Beam on the frames: 6.25 meters. The propulsion is made by a compound steam engine of 375 ipk. The steam is delivered by a Scottish boiler with a coal burning installation.

Left : the **Christiaan Brunings** seen during SAIL 2010 – Photo : Piet Sinke ©

In National Service followed an active but sheltered existence. The ship received regular maintenance. It rarely operated on salt water and lay mostly with small fire ready for inspection tours or in the winter, for keeping the waterbuses open on the Waal and other rivers. During the First World War the **Brunings** served as a supplier for the Navy in a regular but not very frequent service between "Hellevoetsluis and Vlissingen".



In 1926 the governments dockyard placed a new boiler, a steam dynamo and a steering engine. The Brunings remained a dignified ship. By the end of the thirties it served for the Department of the district "Rotterdam Waterway". In 1943/44, the time of war claims and short of coals, it was hidden in the "Hartelse gat" near the the national park "Biesbosch". After the war the use of the Brunings was somewhat discredited. On the Waterways was no place for old steamships, for the port the ship was not smooth enough. Men wanted fast motorboats and the ship was demoted to measuring vessel for the down rivers.

Photo right : Pieter van Hekken ©

But the **Brunings** remained himself and refused to pauperize. The staff went on to take care of the ship as a yacht and gradually the old steamer became a curiosity that many friends had. The



engineers of the Department preferred it above trembling motorboats. The ship was used to transport distinguished



guests to the Delta works. Her Majesty the Queen, ministers and mayors embarked on the **Brunings**, but with the growing popularity the end was also nearing.

Inus van Hekken seen putting coals on the fire of the coal burning installation
Photo : Pieter van Hekken ©

Operational the ship was for little or no use in the new system. The work as icebreaker to open the rivers could increasingly be outsourced to tugboat companies. The working area of "Rijkswaterstaat" was moved westward to the sea. A

modern cutter was ordered to do this job. On intervention of the engineers of "Rijkswaterstaat" it was decided to save the ship from scrapping and offer the ship to the Dutch Maritime Museum. The museum management reacted positively, in the sense that this was probably the last vessel with a reliable compound steam engine and coal-fired Scottish boiler, a classic installation in good condition. The transfer to the Amsterdam museum was finally on 1 November 1968 thanks to the support of the following companies and individuals: Stichting "Het Amsterdamsche Fonds" "Vereeniging "De Amsterdamsche Haven" N.V. Philips Gloeilampenfabrieken N.V. Rijn Schelde Verenigde Machinefabrieken Verolme Verenigde Scheepswerven N.V. Wilton Fijenoord N.V. alsmede: de Heer J.W.Hupkes Ir.K.van der Pols Schout bij Nacht b.d. H.J.van der Stad.

Museum time

The ship as a museum ship is maintained by volunteers, who keep it as good as possible in his original shape. In this period also a new boiler was needed, a suitable one was found at "Vlaardingen" and built in. In 2007 a new propeller was placed by the "Oranjewerf" dockyard. Regular maintaining is done by the volunteers in a two days a week schedule. The ship now is used to make seasonal passenger trips of one hour from the museum into the Amsterdam harbour, its to rent for particular daytrips, and makes its presence at steam and maritime events in the Netherlands en Belgium.

Gas-powered ferry is built

Lithuania-based shipbuilding company's **Western Shipyard** (Vakaru Laivu Gamykla) subsidiary **Western Shipbuilding Yard (WSY)** finished the construction of a gas-powered ferry "+1A1" class in Klaipeda, Klaipeda Seaport Authority reports. It is the 22nd ferry constructed in Western Shipyard. The hull of this car and passenger ferry was constructed and the installation of the first part was executed in Klaipeda; the final works will be performed at Norwegian company Fiskerstrand BLRT where Western Shipyard and Fiskerstrand Verft own each 50% of shares. The agreement on ferry construction was signed in March of 2009. The construction of the gas-powered ferry took eight months. The ferry will be delivered to the client in January of 2011. A ferry accommodating 120 cars and 250 passengers is currently built for the Norwegian company Fosen Namsos Sjø. It is the first partnership of WSY with this company that operates eight ferry and five speed boat routes in line with 18 ship routes in Norway. The ferry concept was created by Fiskerstrand BLRT and design works were provided by the experienced ship design Norwegian company "Multi Maritime". The length of the inland waterway ferry is 109 meters, the breadth is 16.8 meters and the speed is 13 knots. The future ferry in operation within the Norwegian fjords between Hallhjem and Våge Hordaland County is called environment-friendly because LNG fuelled motor is based on "green" concept. Presently the third ferry

belonging to Estonian company Saaremaa Shipping Company Ltd is under construction in the Western Shipyard. In the nearest future the Shipyard is planning to start the construction of the world's largest liquid gas-powered ferry and two dry-cargo ships; in line the company has been actively forming the portfolio of other ship construction projects. During the last three years the company has implemented 12 ship construction projects. **Source: Turkishmaritime**

Greek agreed to lift cabotage on non-EU flagged cruise vessels

Friday, a majority of the Greek parliament approved to remove restrictions for non EU-flagged cruise ships to homeport in Greece. This new law will, according to the government, stimulate the tourist and cruise business, a vital source of income and employment for Greece. The proposal to abolish these restrictions had already failed in the past by the center-right government of Costas Karamanlis then being overwhelmed by the crisis, and a new proposal was launched by Socialist Prime Minister George Papandreou last April, hoping everything would be settled before the tourist season. However Papandreou underestimated the determination by protests of a relatively small group of unions which make up the Panhellenic Seamen's Federation (PNO) to maintain the cabotage in Greek passenger shipping. Therefore the initial text of the law was amended to meet the demands of the maritime unions as they went on strike several times to obtain guarantees. Greece is the second major destination for cruise tourism in Europe and the fourth most important point of embarkation. **Source: Shippax**



Sri Lankan boats have aimed for NZ

Sri Lankan people-smugglers have been trying to ship asylum seekers to New Zealand since at least 2002, according to reports issued by Prime Minister John Key. Authorities in Sri Lanka and Australia have headed off at least five attempts to send boats to New Zealand, including a load of 50 people intercepted in the Torres Strait, north of Australia, in March last year and another stopped in East Timor in 2002. Three other attempts to get from Sri Lanka to New Zealand have either been stopped before leaving or soon after, according to details passed to Mr Key's office by police. There were no reports of people-smugglers intercepted while trying to get to New Zealand from other destinations.

The cases appear to be in addition to the six instances Mr Key mentioned last month as having been planned within the past year. It is not clear how many of those eventuated, though Mr Key said they included one that had to be "actively deterred" and ended up at Christmas Island in the Indian Ocean. Details of the five intercepted Sri Lankan attempts, made public for the first time, come as Mr Key steps up warnings that people-smugglers will eventually make it to New Zealand, after a boatload of asylum seekers sailed from Thailand to Canada this month.

Mr Key said that boat had travelled 13,710 kilometres – 3650km further than the distance between Thailand and New Zealand. "The ships that people-smugglers are using are becoming bigger, they're increasingly capable of travelling longer and further distances and this case particularly illustrates the point, and it shows that New Zealand is an easily reachable destination," he said.

Mr Key has insisted the threat of people-smugglers getting to New Zealand is real and justifies his offer to discuss with Australia a possible regional processing centre for asylum seekers. Caretaker Australian Prime Minister Julia Gillard has proposed a centre in East Timor, and Mr Key has said he is also open to discussing Australian opposition leader Tony Abbott's suggestion that it be based in Nauru, where facilities already exist after the 2001 detention of asylum seekers rescued by the Norwegian container ship Tampa off Christmas Island.

Mr Key said he had also asked Customs, immigration and other agencies about legislation covering the treatment of boat people making it to New Zealand to check whether there were any gaps. Responding to an Official Information Act request, his office said Mr Key had received briefings from the Department of Prime Minister and Cabinet's national assessments bureau, security and risk group and policy advisory group about people-smugglers targeting New Zealand, including the methods of transportation. He refused to release the advice on national security grounds.

A LONG WAY TO ASYLUM

Cases of people-smugglers attempting to reach New Zealand. In all these cases, the people on board claimed to be heading to NZ:

June 2002: A boat carrying 56 people, believed to have come from Sri Lanka, is intercepted when it stops at Dili, East Timor, to refuel.

November 2004: A boat with more than 100 people allegedly disrupted as it leaves Sri Lanka.

2007: A boat with about 100 people stopped shortly after leaving Sri Lanka. New Zealand not told of the incident till last year.

March 2009: A boatload of 50 people thought to have left from Sri Lanka is intercepted in the Torres Strait, north of Australia.

August 2009: Sri Lankan authorities intercept 32 asylum seekers on a beach near Colombo. **Source : Stuff.co.nz**

Navy ship stops boat

A BOAT carrying 36 suspected asylum seekers and two crew has been stopped off Australia's north-west coast. Home Affairs Minister Brendan O'Connor said personnel on **HMAS Pirie** had boarded the vessel near Scott Reef Friday morning.

"Initial indications suggest there are 36 passengers and two crew on board," Mr O'Connor said Friday. The people on the boat will be processed at Christmas Island. **Source: The Age**



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Rotterdam gets 100th mega container ship in 2010



On August 26th, the **EVELYN MAERSK** was the **100th ultra large container carrier (ULCC)** to sail into the port of Rotterdam in 2010. Maersk Line was the first shipping company to use ULCCs, in 2007. At the moment, the ULCCs of CMA CGM, Cosco, Hanjin and MSC also visit Rotterdam. Virtually all of the major shipping lines are investing in these vessels, because transport by container becomes cheaper as more can be transported at the same time. The **EVELYN MAERSK** was assisted by the **SMIT SEINE** upon arrival in Rotterdam – **Photo : Francois Ophals ©**

42 ULCCs are currently in operation around the world, and another 145 of these giants are on order from shipyards. Port of Rotterdam Authority CEO Hans Smits commented: "The port of Rotterdam is ideally suited for these vessels with a length of around 400 metres, now on the existing Maasvlakte and shortly also on Maasvlakte 2. After a sharp fall in container throughput during the crisis, this market sector is recovering surprisingly quickly: in the first half of 2010, almost 18% more containers were handled than in the first half of 2009." The ULCCs always moor in Rotterdam at the ECT, APMT and Euromax quays on the Maasvlakte. Recently, the Port Authority decided to invest a further €175 million in widening the Amazonehaven so that the southern side of the ECT terminal will also remain easily accessible in the future if increasing numbers of such mega ships come into operation. **Source: Eye For Transport**

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CASUALTY REPORTING



Rescue operation is ongoing in the Laptev Sea, 11 crew from the sunken ship still missing

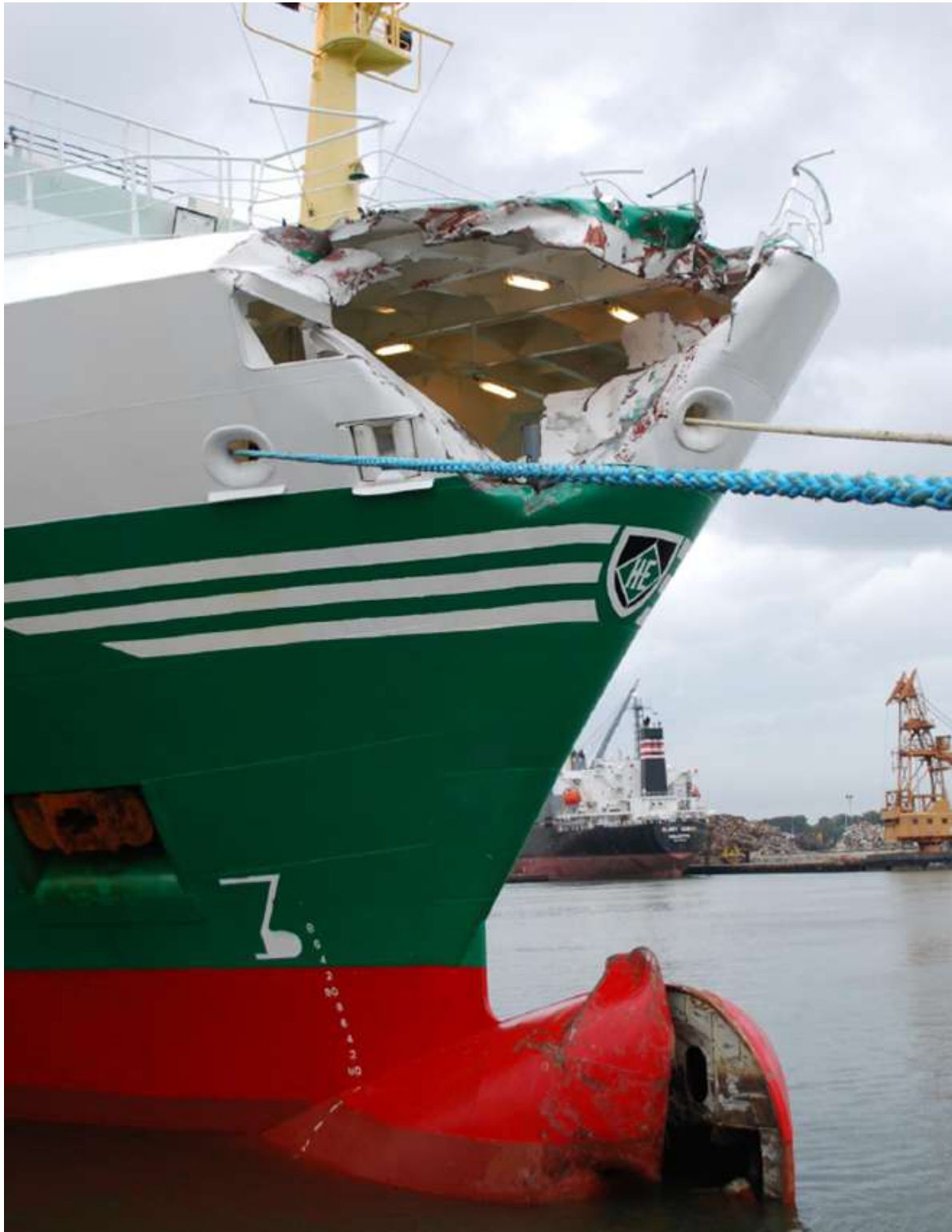
Rescue teams are searching for missing 11 sailors from the sunk tugboat **Alexei Kulakovskiy** in the Laptev Sea, the Far Eastern department of the Russian Ministry of Emergency Situations statement said. Currently, 70 rescuers and 13 vessels are participating in the salvage operation.

An earlier report said that the Russian Emergencies Ministry's regional Crisis Management Center in the Republic of Sakha (Yakutia) received on August 27, 2010, at 04.40 (LT) an information that the **Alexei Kulakovskiy** river-sea going tug with a reinforced ice-resistant hull (home port Zhatay, Republic of Sakha, Yakutia) with 14 crew on board capsized and sank in the Laptev Sea, 20 miles offshore, in the vicinity of Tiksi.

Immediately, the regional Emergency Situations HQ started rescue operation. Currently, the tanker **Lena-2064** has been at the scene. As of now, the tug's 3 crew members (the captain and two sailors) have been taken aboard. The rescued seafarers are reportedly in satisfactory condition.

Approximately at 12.00 (LT) rescue helicopter located an empty life raft on the water.

There are two helicopters with rescue teams aboard currently operating in the search area, MI-8 of Polar Airlines and Mi-8 of the Russ. Defense Ministry. Two more ships, the tugboat **Captain Babichev** and hydrographic vessel **Nikolai Yevgenov** have moved to the scene.



As mentioned in yesterdays clippings the **PAULA** had a "bow to bow" collision with the **WEC VAN RUYSDAEL** at the Dordtse Kil, above seen the damage to the **WEC VAN RUYSDAEL** whilst moored in Dordrecht
Photo : Joop Bartels ©

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The Dutch AOR **A 832 ZUIDERKRUIS** seen arriving in Willemstad (Curacao) as the next "stations schip" in the Caribbean

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Navy ship taking part in PNG mercy mission

AN AUSTRALIAN navy ship will be part of a multi-national humanitarian mission to Papua New Guinea. **HMAS Tobruk** left Darwin, It will carry defence personnel and non-government workers from six nations on its final leg of the US-led Pacific Partnership 2010.



Tobruk Commanding Officer Commander Paul Scott said the ship had a history of human aid deliveries. "Last year **Tobruk** delivered more than 500 tonnes of aid to Samoa and Tonga after the tsunami," he said. Pacific Partnership has been sponsored annually by the Commander US Pacific Fleet since the devastating Boxing

Day Tsunami in Thailand in 2004. Source : NT News

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ABG Shipyard sells 4.5% stake in Great Off via block deal

Great Offshore has touched a 52 week low of Rs 365. At 11:23 hours the share was trading at Rs 382.55, down Rs 12, or 3.04%. It was trading with volumes of 4,073,214 shares, compared to its 5-day and 30-day average of 20,384 and 25,350 shares , an increase of 19,882.41% overs its 5-day average / increase of 15,968.16% over its 30-day average. ABG Shipyard exited Great Offshore by selling entire 4.5% stake in company via block deal, reports CNBC-TV18. Bharti Shipyard said not involved in the transaction or not the buyer in the deal. Yesterday the share closed up 2.18% or Rs

8.40 at Rs 394.55. Market capitalisation stands at Rs 1,424.31 crore. ABG Shipyard sells 4.5% stake in Great Off via block deal ABG Shipyard has touched an intraday high of Rs 241.80 and an intraday low of Rs 234.50. The share was trading at Rs 236.55, up Rs 1.65, or 0.70%. Market capitalisation stands at Rs 1,204.56 crore. **Source: Money Control**



The **PACIFIC BUCCANEER** seen at Keppel shipyard in Singapore for maintenance - **Photo : Bart Klos ©**

Island Offshore orders LNG-fueled PSV's

Ulsteinvik, Norway, headquartered **Island Offshore** -- in which **Edison Chouest Offshore** is a partner -- will use LNG fuel in two platform supply vessels ordered at STX Offshore Norway. The vessels are scheduled for delivery in the second and third quarters of 2012. The hulls will be built at the Braila shipyard in Romania, and outfitted in Brevik, Norway. The total value of the contracts amounts to approximately NOK 900 million (about \$143 million).



The vessels are of Rolls-Royce UT776 CDG design. Island Offshore has four UT776's in service and two more under construction. The vessels just ordered at STX Offshore Norway will be the first for Island Offshore to be LNG-fueled and, in fact, the first LNG fueled UT vessels designed and powered by Rolls-Royce.

"We are extremely happy with the performance of these UT vessels, as are our clients," said Island Offshore Managing Director Håvard Ulstein. "A very important area for Island Offshore is

reduction in fuel consumption. With the UT 776, the favourable hull lines contribute to a very low consumption rate over a wide range of operating drafts. We believe that the most significant contribution to reducing emissions is to reduce fuel consumption for a given amount of work done. Going for LNG fuel is a logical step in reducing emissions even further."

Rolls-Royce has worked for several years developing designs and systems for offshore vessels using LNG as fuel.

Rolls-Royce has developed a gas-electric diesel-electric propulsion system for the new vessel. The effective capacity of the gas tanks is about 200 cu.m, corresponding to 10-20 day operation on gas alone depending on the exact operational profile. The gas engines are two of the new C26:33 series from Rolls-Royce.

"Now that more gas infrastructure is in place, it is realistic for customers to select this fuel and these designs and systems" commented Atle Gaasø, Rolls-Royce's General Manager Sales for offshore service vessels. "We are very happy to be working with Island Offshore, as they are a very forward-thinking company with a strong focus on efficiency and the environment, as they have already shown with their pioneering Rolls-Royce designed well intervention vessels."

"The UT 776 type has seen continued development from order to order, with our newest vessels building upon the experience and lessons learned from our earlier ones. By choosing this design we have managed to maintain high levels of standardization, and continue the good cooperation on design and equipment we have with Rolls-Royce. The current design sets a standard that we think will do very well for the future," added Håvard Ulstein.

The new UT776 CDG is 96 m long with a beam of 20 m, and will transport all normal offshore supplies. The ship will also be equipped for oil recovery. Deadweight is approximately 4,750 t

Roy Reite, President of STX Norway Offshore, says: "We appreciate the good relations we have with Island Offshore, and that this cooperation once again has led to the building of new vessels. We have in total been awarded more than thirty new building contracts with Island Offshore, and we look forward to continuing the good cooperation." **Source : MarineLog**

Severnaya Verf hands over a PSV to Norwegian customer

Severnaya Verf JSC (Northern Shipyard) of St. Petersburg has delivered a platform supply ship of VS 470 PSV MkII project to its Norwegian customer - Siddis SkipperII AS, the SV's press-service reported. Among the vessels of this type this is the first order the Russian shipyard has accomplished for a foreign customer on a turnkey basis.

The offshore drilling platforms supply vessel is equipped with special tanks and cargo system for transportation of drilling mud, bulk cargo, methanol and general cargo on the open deck. Also, the vessel is designed for participation in rescue and evacuation operations and extinguishing fires at oil drilling rigs.

Shipbuilding plant Severnaya Verf JSC was founded on Nov. 14, 1912. The company's main product line includes warships and merchant ships for various purposes. Currently, the shipyard is building the Russian Defense Ministry orders, 75% of the state shipbuilding program for surface warships. The Severnaya Verf's portfolio of orders includes a series of oil platform supply vessels intended for the export. The United Industrial Corp. holds a 72.19-percent stake in Severnaya Verf. The Russ. Govt. interests are represented by Western Center of Shipbuilding who owns 20.96% of shares. **Source : PortNews**



DSME bags debut ethylene carriers

South Korea's Daewoo Shipbuilding & Marine Engineering is continuing to win new orders, albeit of a far smaller design than the yard is accustomed to. DSME president Nam Sang-tae and Singapore's Woodside Holding International Shipping president Roger Hagenes signed in Singapore yesterday a contract to build eight 12,000-cbm ethylene carriers. Contract value is about \$320m. The newbuilding series are set for delivery from the second quarter of 2012 until the third quarter of 2013. The semi-refrigerated ethylene/LPG carriers have a length of 140 meters, a breadth of 22 meters and a height of 12 meters. It is the first time that the shipbuilder contracted small and midsize chemical carriers. DSME is planning to win more orders for high value small- and medium-sized chemical tankers below 20,000-cbm going forward. **Source : seatrade asia**



Above seen the latest newbuilding fishing vessel for the Dutch fishing fleet named the **UK-153 LUB SENIOR** enroute her homeport URK, the fishing vessel is completely built and fitted out in Poland

Photo : C.Hameeteman ©

Vietnam asks for suspension of shipbuilder's debt repayments

The Vietnamese government asked local commercial banks to allow the troubled state-owned shipbuilding firm Vietnam Shipbuilding Industry Group (Vinashin) to suspend payments on its debts, state media reported Friday.

Deputy Prime Minister Nguyen Sinh Hung told the State Bank of Vietnam to order the suspension until the end of 2011, the Tuoi Tre newspaper said. Hung, who heads a committee responsible for restructuring Vinashin, also asked the Ministry of Finance and the State Bank of Vietnam to negotiate with international creditors over Vinashin's debts. The company issued 187 million dollars of bonds and took on 600 million dollars in loans in 2007.

Hung has asked the Ministry of Finance to submit plans to grant the company more chartered capital. When Vinashin was restructured in 2006, the government approved a chartered capital of 14.66 trillion dong (775 million dollars).

It is not clear how much chartered capital the government ever granted Vinashin. At a press conference on August 4, Hung said the government had granted the company more than 100 billion dong. This figure conflicted with reports in the local media, which put the figure far higher.

Vinashin's own website stated that the government granted its subsidiary Ha Long Shipbuilding Industry Co 200 billion dong of chartered capital. Vinashin got into financial trouble when it diversified beyond its core business and the global recession hit its revenue, leaving it unable to keep up with its debt repayments, the government said.

As of the end of June, Vinashin had total assets worth 90 trillion dong and debts in different currencies totalling 4.6 billion dollars, the government said. Police last month arrested Vinashin chairman Pham Thanh Binh, 57, for alleged mismanagement that led the company to the brink of bankruptcy, causing salary cuts for more than 70,000 employees and the dismissal of 5,000 others.

Several economists have criticized the government for offering Vinashin unjustified state support, including a 750-million-dollar state loan in 2005 financed by a bond sale. **Source: [monstersandcritics](#)**

Flex LNG confident \$4bn deal with Samsung Heavy will still go ahead

Flex LNG is adamant that Samsung Heavy Industries will not cancel a series of high-priced newbuildings despite much speculation on the lack of funding for the project. The Oslo-listed company said it has been given assurances by the South Korean yard that it has no intention cancelling a quartet of LNG floating production storage and offloading units. The ships have a combined order value of some \$4bn. The newbuildings, signed for between 2007 and 2009, have looked to be in jeopardy as tight credit markets hampered Flex's efforts to raise cash. "The company acknowledges the current challenging fund raising environment it faces and the impact that this has on the ability of the group to finance its funding requirement," a statement by the owner on the Oslo bourse read yesterday. "Following the raising of \$10m of additional capital as part of the listing on Oslo Axess on 30 October 2009, the company expects to have sufficient financial resources to enable it to continue trading and to meet its payment obligations until the next hull payments are due to be made to Samsung in November 2010." Flex failed to give a resumption notice for construction of the vessels by 31 May handing Samsung the contractual right to axe the orders as well as another contract. **Source : [seatrade asia](#)**

ROUTE, PORTS & SERVICES **Zim returns to black**



The **ZIM LIVORNO** seen off Singapore

ISRAEL'S Zim swung to net profits in the second quarter on the back of restructuring and cost cutting. The box carrier's parent Israel Corp said Zim recorded profits of \$3M, during the quarter, compared with losses of \$157M a year earlier. Israel Corp was also boosted by its oil refinery and fertiliser units, increasing its net income to \$157M in the most recent quarter versus losses of \$157M in 2Q09. Zim came close to disaster in 2009, having to be bailed out

by its owner to the tune of \$450M in an agreement with its creditors, bondholders and shipyards. At one point, Israeli ratings agency Maalot evaluated the company as nearly insolvent. **Source : Fairplay24**



The **GENMAR VISION** seen moored at the MOT 1 jetty in Rotterdam-Europoort – **Photo's : Sabastiaan ©**



See also **Fred Vloo's** interesting 7 minutes movie about the newbuilding tanks at the MOT at : <http://www.youtube.com/watch?v=0I72SK8gnGM>

Vopak operating profit rises 21% in H1 2010

Dutch oil and chemicals storage firm Vopak's (VOPA.AS) operating profit rose 21 percent in the first half, driven by storage of oil products, and it raised its outlook for 2010 and beyond. Earnings before interest and taxes (EBIT),

excluding exceptional items, rose 21 percent to 223 million euros (\$284 million) in the first half-year, beating the most optimistic forecast of 221 million euros in a Reuters poll.

"We experience a robust demand for storage of oil products, based on the worldwide imbalances between production and consumption and the increasing number of product specifications," said Chief Executive John Paul Broeders, who earlier this week announced his move to the holding company for one of the Netherlands' richest families, SHV Holdings. Vopak, which stores and handles liquid and gaseous products, lifted its forecast for profit growth in 2010.

The world's largest independent tank terminal operator said it expected earnings before interest, tax, depreciation and amortisation (EBITDA) to be at least 585 million euros in 2010. Its previous forecast was for EBITDA to rise at least 9 percent to 560 million. The company also said it could potentially hit its 2012 earnings target up to a year earlier.

Source: reuters



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MSC plans fleet growth

MSC IS reportedly planning to take delivery of at least thirty 14,000 teu vessels over the next three years. Chairman **Gianluigi Aponte** has revealed that the company is expecting to take delivery of 13 or 14 of the vessels this year, 10 in 2011 and nine in 2012, France's Journal de la Marine Marchande reported. But he told the newspaper that the capacity of the company's fleet, which currently stands at 1.7M teu, would only increase by 10% in that time.



The **MSC DEBRA** seen off Rio Grande – Photo : Marcelo Vieira ©

Aponte said one 8000 teu vessel would be withdrawn for every 14,000teu ship that enters service. "There will therefore be an increase of 6,000 teu multiplied by 30, which is to say 180,000 teu, which corresponds to 10% of current capacity," he said, adding that this meant MSC would not be adding any new lines between the Far East and Europe.

Aponte also said MSC transported 10.5M teu last year, which was more than during the pre-crisis year of 2007, but the company's turnover had actually fallen to less than its 2007 level. MSC IS reportedly planning to take delivery of at least thirty 14,000 teu vessels over the next three years.



The **SERENITY ACE** seen moored in Mumbai (India) – Photo : Alexander Gorter ©

Danish Mols-Linien net loss swells to DKK51.8m in H1 2010



The **MADS MOLS** - Photo : Jan Plug ©

Danish ferry operator Mols-Linien A/S said today its net loss widened to DKK51.8m in the first half of 2010 from

DKK19.6m a year earlier, reflecting lower revenues and higher fuel prices. Mols-Linien saw its revenues drop to DKK307.2m from DKK316.5m. At the same time, fuel prices increased by DKK25.7m compared with the first half of 2009 as a result of higher oil price and USD exchange rate.

The economic crisis continues to have a negative effect on internal transport of passenger cars and trucks in Denmark, Mols-Linien said. In its report for 2009, the ferry operator had forecast that the effects of the economic crisis would be smaller in 2010 than in 2009. However, this assumption did not prove right during the first half of the year and the company has therefore downgraded its full-year guidance. Mols-Linien now expects a net loss of DKK20m-DKK50m for this year, while the previous forecast was for DKK20m-DKK40m. (EUR1 = DKK7.4) **Source : tradingmarkets**

MPA introduces harbour craft license initiative

The Maritime and Port Authority of Singapore (MPA) has announced an initiative that allows Singapore citizens and permanent residents to hold a lifetime license for manning local harbour craft, including bunker tankers.

"With effect from 31 Aug 2010, Singaporeans and Singapore Permanent Residents who successfully apply or renew the harbour craft manning license will be issued with a lifetime validity license," a statement from the authority said.

According to the statement, license holders above 60 years old will be required to submit a health medical certificate three months prior to reaching the 60th birthday and thereafter annually. "The medical certificate of fitness which includes a sight test shall be issued by a Singapore registered medical practitioner," it added.

According to MPA's website, harbour craft refers to "any kind of vessel that plies only within the waters of Singapore. It does not sail out into international waters." The license fee for manning harbour craft in Singapore port is a one time payment of SGD\$10 (\$7.38) for first time applicants. **Source: portworld**



The **STADT ROTENBURG** seen departing from Willemstad-Curacao

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)



MAERSK VESSELS UNDER DANISH FLAG

Referring to the article last week about the re-flagging in the A. P. Møller-Mærsk fleet. The list was not complete, please find below the complete list of the ships, which from now on is sailing under Danish flag (some leeway must be observed to make the physical change of flag)

Maersk Supply Service-tonnage:



The **MAERSK TACKLER** – Photo : Rob & Frits vd Hoek ©

MAERSK TACKLER, MAERSK TRADER, MAERSK SEARCHER, MAERSK SERVER, MAERSK SHIPPER, MAERSK SUPPORTER, MAERSK ROVER, MAERSK RETRIEVER, MAERSK MARINER, MAERSK HELPER, MAERSK HANDLER, MAERSK FINDER, MAERSK CUTTER, MAERSK BEATER, MAERSK ADVANCER, MAERSK ASSERTER

Maersk Line tonnage:



Photo : Bison ©

MAERSK SAVANNAH, MAERSK SALALAH, MAERSK STEPNICA, MAERSK NORFOLK, MAERSK NEWPORT, MAERSK MARYLAND, MAERSK MAINE, MAERSK BALTIMORE, MAERSK BENTONVILLE, MAERSK BROOKLYN, MAERSK BOSTON, Source : Bent Mikkelsen

CSAV to expand containership fleet

Compania Sud Americana de Vapores (CSAV) is planning to add five 8,000teu containerships to its fleet. The Chilean shipping company said the vessels will be built at shipyards in Korea and China. CSAV said the orders will boost its cargo shipping arm and secure new trade routes, according to asiasis.com. The firm said deliveries of the vessels have been scheduled for 2012-13. **Source: logisticsweek.com**

Nanjing Tanker Corporation to construct two VLCCs

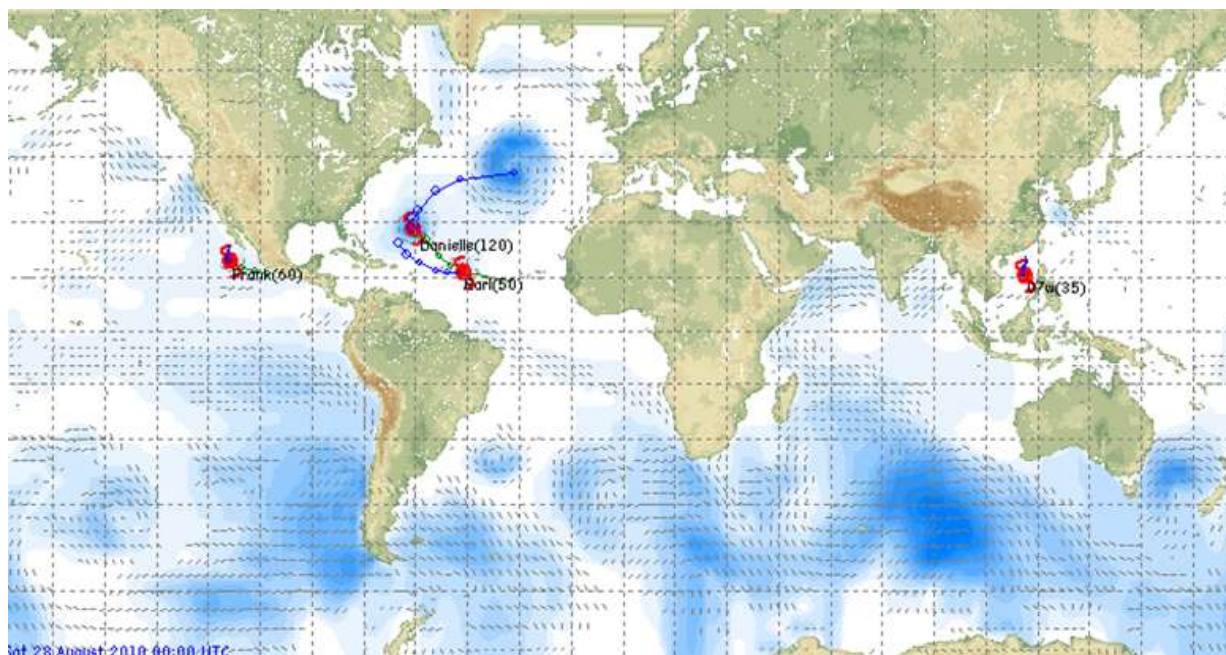
Nanjing Tanker Corporation plans to build two 320,000-ton very large crude carriers (VLCCs) through its wholly-owned Hong Kong subsidiary, reports secutimes.com, citing a company filing. The cost of construction of each VLCC will not exceed \$100 million. Funds for the building of the two VLCCs will be provided by the Hong Kong subsidiary. The two VLCCs are expected to be put into operations in the second half of 2012. **Source: capitalvue**

MARINE WEATHER

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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

.... PHOTO OF THE DAY



The new 2010 built **BELUGA FESTIVAL** seen at the Westerscheldt river, the 665 TEU general cargo ship is built in China as the **Jiangzhou Union JZ1018**.

Photo : M., P. & Ph. van Luik - www.shipsofterneuzen.nl ©

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